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# The Kvening Star.

No. 15,169.

WASHINGTON, D. C., TUESDAY, OCTOBER 8, 1901-FOURTEEN PAGES.

TWO CENTS.

## ON THE GLOUCESTER

Commander Wainwright Tells of the Battle of July 3.

DESCRIBES HOW SPANISH CAME OUT

Explains How the Charting of Ships' Position Was Done.

LIEUT. BRISTOL'S NARRATIVE

When the Schley court of inquiry was opened today at the navy yard, Captain Wm. M. Folger, in command of the cruiser New Orleans during the Spanish war, resumed his testimony begun yesterday afternoon. He was first asked to correct the printed report of his testimony given yesterday, after which the log book of the New Orleans was placed before him and he was asked by Mr. Rayner if it did not show other conditions of weather in front of Santiago from May 28 to May 31 than were testified to by him yesterday. He had said the weather was rainy and "thick," and that at times he could not have seen the Spanish fleet if it had come out of the harbor of Santiago. The log book, he said, he thought confirmed in substance what he had said about the weather. On the night of the 30th, he said, it was so very stormy that he feared Cervera's fleet had escaped. He considered it his duty to go on board the Brooklyn and talk to the commander-in-chief about it and to suggest some better method of blockading in order to prevent the escape of the

Capt. Folger said he had remarked to the commodore that he had witnessed the blockade by the Japanese at Wei Hai Wei and regarded that as a very effective blockade. They had on that occasion kept the vessels stationed in a circle in front of the

He hesitated when asked what the commodore's reply to his suggestion was, say-ing he preferred not to repeat it. When pressed for an answer he said: "He didn't agree with me as to the neces sity for that."

Speed of the Brooklyn July 3. Lieut. Dyson was then recalled and testifled that the log of the Brooklyn showed that that vessel had got up a speed of only 141/2 knots during her chase of the Colon on July 3, while at her trial speed she had gone twenty-one knots an hour with all boilers and all engines at work. This slow speed was the result of not using all the boilers and all the engines. The Brooklyn, he said, had five main and two auxiliary engines. When the Brooklyn went into action two of the boilers were not even "primed." Two of the auxiliary engines were not coupled up even at the end of the chase. When the battle began he said it took from 9:35 to 10 o'clock to start the Having two engines uncoupled, they could not use all the steam they had. Asked what power the other vessels developed, he said the New York got up 16½ or 17 knots speed and got her last two bollers going at 12:50 o'clock; the Oregon was making 141/2 and 15 knots, the Texas 141/2. The Iowa had one boiler empty and got up

recalled and made corrections in his printed testimony.

Mr. Hodgson Explains.

When Mr. Hodgson came in the testimony to the question of Mr. Rayner asking him why he called the editor of the o'clock. New York Sun a liar he made another explanation.

"I am very sorry," he said, "that I ever ter in such intemperate language. It was not written for publication. In that letter I did not accuse the Sun of lying in printng that statement. It was to absolve the Sun from the charge of lying that I wrote another letter. The lying was not in that statement, but the letter was written in placed the commodore in the attitude of running away from the Spaniards and taking the Brooklyn away from the fight In order to discredit the commodore in that battle, detracting as well from the glory of the officers of the Brooklyn, and it was that that I characterized as a lie. There was no lying about that colloquy unless one should stick to verbal accuracy. So I

did not characterize the Sun as lying in printing that colloquy."

Shortly after 12 o'clock Commander Richard Wainwright was called to the stand. Before the war Commander wright was executive officer of the Maine, and he was on that vessel when she was blown up in the harbor of Havana. Afterward he was placed in command of the Gloucester and made a brilliant career at Santiago. He is now superintendent of the

## Plotting the Battle Chart.

Commander Wainwright was questioned by the judge advocate as to the method adopted by the board of officers of which he was the senior member, and which was convened for the purpose of plotting and reporting upon the position of Spanish and American vessels during the battle of San-tiago, July 3, 1898. He described the method by which this work was done, and said that the positions were the result of estimates indicated by navigation officers of the different vessels, or agreed upon among members of the board. Each navigator would give as near as pos-sible the position of his ship at different times from the beginning of until the termination of the battle.

There was a great deal of discussion." "There was a great deal of discussions of the he said, "as to the relative positions of the different ships. It was impossible to give any positions accurately by bearings. We any positions accurately by bearings. We knew the distances on the chart used at that time were inaccurate, and the final decision of the board was to reconcile the relative positions of the various ships as nearly as possible. None of the positions were considered exact. It was impossible to get bearings, even if we had had a cor-

He said that all members of the board had signed the statement of positions merely as the nearest possible statement of facts that could be obtained. So far he knew, none of the members was satissied with all the positions. He said that the statement that appears in the appeardix that these positions were established

"known bearings and distances" was "I was not satisfied," he said, "with the position of the Texas and the Brooklyn. know the navigator of the Texas was ot satisfied with the position given his perhaps the navigator of the Brooklyn, and I do not know that he was satisfied." He said the report of the board was intended to be a compromise of the various views of members and the navigating officers. He said that the board had no powers of a court to call and compel statements from witnesses. They were obliged allow the navigators of several ships to indicate their positions. He said that as a rule the positions were determined

Q. (by the judge advocate)-From the position of the Gloucester at the commence-ment of the battle of July 3, could you see the Brooklyn and the Texas? A. At the commencement of the battle, as far as I can remember it, that is, just after the battle commenced, I do not remember seeing the Brooklyn or the Texas at all Q. (by the court)—What orders, if any, were signaled by the Brooklyn to the ficet

by members of the board, although Captain Chadwick and Captain Cook had been

called in and had discussed the matter with

during the engagement of July 3? A. None that I saw—none.

In reply to a question by Mr. Rayner the witness said that he did not see the signal from the Brooklyn to close up, and further added that he could not remember having seen the Brooklyn after the action started.
Q. (by Mr. Rayner)—Then the fact that Q. (by Mr. Rayner)—Then the fact that you did not see signals does not prove that no signals went up? A. I did not say that. On the morning of the 3d of July the Gloucester was about four miles from the Brooklyn. He could not tell what ships were between the Gloucester and the Brooklyn. He could have done so had he looked at the time, but he could not remember having noticed which they were.

When the Spanish Came Out. According to the recollection of the witness, the Spanish fleet in coming out of the harbor of Santiago did not come straight out 4,000 yards and then turn to the westward, but they gradually began to turn while in the harbor. He thought their first NO SPEECHES WANTED turn was inside the harbor.

He said that the position of the Gloucester on the chart showing the positions of the American and Spanish fleets was like all the rest of them-it was an estimate. Q. (by the court) Did any one of the Spanish vessels change her course to the southward while coming out of the harbor, or



Commander Richard Wainwright.

after having done so, as if intending to ram any of the fleet? A. I saw no signs of it. Q. (by Mr. Rayner) Did you see any Spanish vessel change its course? A. They were constantly changing their courses. As far as I could see they changed their courses to the westward slowly.

The witness said that the position of the Iowa shown on the chart had been very much discussed and that Commander Schueltze was not satisfied entirely with any

of the positions. Lieut. Bristol's Story. Lieut. Mark L. Bristol, watch and division officer on board the Texas during the Spanish war, was called to the stand and testified to the movements of the Texas upon and after arrival in front of Cienupon and aft Lieut. Mark L. Bristol, watch and divifuegos. The arrival in front of the harbor of Cienfuegos on the morning of May 22. After arriving there they saw a small boat peeuliar to the Spanish navy, 40 or 50 feet long, covered with an awning, come to the entrance of the harbor from inside. He thought the Texas signaled to the flag-ship in regard to the presence of this boat. 914 knots.
Lieutenant Commander Hodgson was then but the boat turned around and went back and no shots were fired at her. The Texas had cleared for action upon arrival at Cienfuegos. He saw nothing done to destroy or to prevent work on earthworks or fortifications at the entrance to the harbor. The court then took a recess until

Blockade and Coaling.

At 2 o'clock Lieutenant Bristol resumed his testimony. He said during the daylost my temper so far as to write that letthe harbor, the distances varying from five and six to ten miles. They drifted about. About sundown they formed column and steamed slowly two or three miles from the entrance of the harbor, and then put out to sea to the southward and westward to a point about eight or ten miles away. This was the plan adopted at night. The witness saw signals at Clenfuegos on shore one night, and perhaps two nights. He was there the nights of the 22d and 23d of May. These lights were probably ten miles west of the entrance to Clenfuegos harbor

One day while at Cienfuegos the Texas got a signal from the Brooklyn to coal and the captain signaled to the effect that he believed it would be dangerous for a collier to go between two battle ships. By that Captain Philip meant that it was dangerous for a collier to be so placed in any kind of weather.

He described the taking of coal at San-tiago, and said that while the Texas was ccaling there a wooden camel was placed between the collier and the ship, and the camel was completely crushed into the col-lier, although it did not do material injury. This incident was not at all due to the weather. The blockade at Santiago, he said, was This incident was not at all due to

formed with the vessels about 500 yards apart, steaming as slowly as they could, and at the same time keep steering way. He was satisfied that the Texas, during this blockade, previous to June 1, ran about four to five-and-a-half knots an hour, and record of the revolutions of the engine knots. On the 29th, as recorded in the loharbor and to the side of it for two hours. which would make the entire run about ten knots, according to the speed they main-tained, and that meant from three and onehalf to five miles on each side of the en-

trance. He was asked by Mr. Hanna whether the Texas had any orders in case the Spanish squadron should suddenly appear while the squaron snould suddenly appear white the fleet was off Santiago, giving instructions what should be done in such a contingency. He replied that he had received no such orders, and that if they had come to the ship he should have received them. The Marblehead and the Vixen were inside the blockading column at Santiago. He saw the engagement of May 31 at a distance of ten or twelve miles to the southward and westward of Morro Castle, where the was coaling. He saw the shots fell short. He formed a very poor opinion of the im portance of the batteries. The Texas alone had engaged the Socapa and had succeeded in quieting the guns there. This was at a range of 4,000 to 4,500 yards. During the ockade at Santiago the fleet was six or

### eight miles from the harbor. Observations July 3.

The witness told of observations and records he had made on the morning of July 3, especially of the positions of the Brook-

lyn, the Texas and the lowa.

Lieut. Bristol described the chase of the
Texas after the Colon, but did not testify in regard to any incident connected with the "loop" of the Brooklyn, as he appeared to have been below deck at that time and did not see the turn. He did not see any of the Spanish ships turn toward the Amer-

ican ships as if to ram them.

He described how he had made from his own recollection a chart showing the posi-tions of the two fleets from the beginning to the end of the battle, and was cross-questioned closely by Mr. Rayner in regard to his statement. At 3:10 o'clock he was still on the stand Lieutenant Bristol said that at the close of the chase of the Colon the Oregon was

To Command the Prairie Commander John E. Pillsbury has been detached from his present duties and or-

leading the Brooklyn.

Mr. Meiklejohn Cross-Examined by Judge Mackey.

GEN. CORBIN'S FURTHER EVIDENCE

Testimony as to the Heistand Cablegram to Otis.

When the Hawley committee which is inrestigating the charges against Col. H. O. S. Heistand met at noon today former Judge Thomas J. Mackey of South Carolina appeared as counsel for the accusing witness, Mr. Erastus L. Hawks.

After the committee was called to order by Senator Hawley Mr. Needham, counsel for Col. Heistand, arose and announced that the colonel would pay for the Otis cablegram today, calling attention to the fact that his client had admitted forgetting to do so heretofore. Senator Cockrell said witnesses had been summoned to tell who had certified to the payment for the cablegram by the War Department in view of the fact that Mr. Hawks had desired to go fully into the matter. While waiting for these witnesses Mr. Meiklejohn was cross-

"Howd o you pronounce your name, Mik-ljokn or Micklejohn," inquired Senator Cockrell.

Cockrell.

"Micklejohn," was the response.

"That's right. That's why Heistand should be pronounced Hightstand instead of Heestand. But then every man has a right to pronounce his name as he sees fit." Having settled this important point witness was asked by Senator Burrows if he had ever promised Hawks a position in the civil branch of the War Department as a part of the settlement of his claim against Heistand and denied absolutely the existence of any such understanding. His appointment was solely considered by rea-son of his army record and his recommen-

Denies Hawks' Statement.

Senator Burrows read extracts from Mr. Hawks' testimony, in which the latter asserted that Mr. Meiklejohn had promised him the place either inferentially or directly as a part of the settlement, and Mr. Meiklejohn denied all the statements. Askdelikiejohn denied all the statements. Asked if he ever told Hawks after his removal that he (Hawks) could never hold a place as long as Mr. Root was Secretary of War, Mr. Melklejohn said that Hawks called on him at the Raleigh and witness told him that Secretary Root had revoked his appointment. Hawks was with witness at this time about four hours, and told witness about his alleged relations with Fliness War Department and filing them in another department, that he did not believe, in view of the revocation of his appointment, that he could secure an appointment anywhere under the government "as long as Root was Secretary of War." Mr. Melklejohn further swore that dur-

ing the four-hour interview or conference Mr. Hawks finally grew acrimonious and declared he intended to print everything in connection with his affair. "I then told him I cared to hear nothing about blackmail," said Mr. Meiklejohn. Referring to Mr. W. Cranch McIntyre's statement that mit statement that witness had said that

claim against Heistand must be settled before his appointment could be considered, Mr. Meiklejohn said he had told Mr. McIntyre that it would be, he thought, injurious to discipline to have a man appointed in the civil service when he had a claim against an officer under whom he might at some time have to serve.

The Heistand Cablegram. S. T. Brown of the office of the auditor

for the War Department was sworn at this point and interrogated about the cablegram from Colonel Heistand sent to Otis. He produced the original. The cost of this cablegram, witness said,

was \$49.61. The reply of Gen. Otis cost \$58.12. The latter had never been audited in the United States. The cablegram of Col. Heistand was included in the monthly batch for July, 1899, sent to the auditor's office, the total cost being over \$5,000, certified to collectively by Gen. Corbin as having been sent on official business. having been sent on official business. There was nothing, witness said, on Co Heistand's cablegram to show that it was not on government business. With could not tell when the actual payment had een made, but by reference to the record on the back of the batch it was made March 3, 1900.

Gen. Corbin was recalled and asked to

explain how he had come to certify to the Heistand cablegram; he said he had done so. on the report of a board of officials which examined all telegrams. He did not examine each separate telegram. Counsel Mackey cross-examined Gen.

Corbin at great length about whether the telegram was on private or public business. whether Col. Helstand was in the insular division and a number of other things, and was about to wax eloquent when Senator Cockrell told him he must confine himself to questions and not make a speech General Corbin said the face of the telegram made it appear that it looked like was on official business, but an examination of the official books of the department had failed to discover a letter press copy of it. Major Carter of the adjutant general's office, corroborated General Corbin in his statement that the Heistand tele-

gram was not written on an adjutant general's office blank, but on a War Department blank, and that no official record of it was filed in the War Department. He then described the system of the board which examined telegrams. It was composed of experts. They had passed the Heistand telegram as official. Replying to Mr Needham he explained the control of the control Mr. Needham he explained the custom followed in the War Department and its various branches in signing and sending tele-

An Interesting Colloquy.

An interesting colloquy here arose, Mr. Needham having been told by Senator Cockrell that the committee didn't want to hear any speeches. Mr. Needham said he was not in the habit of making speeches, but he desired to refute anything that would reflect on Colonel Heistand's honor. "We are not trying to impugn his honor," retorted Senator Cockrell warmly. are here to get the facts about this matter and propose to do it." Judge Mackey was about to put his oar in on the "honor" question, too, when Sen-ator Cockrell called him down with his characteristic bluntness.

"I have told you, judge, that we wanted no speeches. Now, every time you start one I'm going to stop it."

Resumption of Mr. Meiklejohn's Cross-The cross-examination of Mr. Melkletohn was then continued by Judge Mackey, who endeavored to ascertain the motives of witness in getting back the "to whom it may concern" letter, after Assistant Secretary Allen had informed him of what he had

heard from New York. Witness reiterated what Allen had told him, and said he believed what was told him was true.

Afterward Major Hawks told witness he Hawks) had been misrepresented. Judge Mackey asked if "the panic among the backers of Col. Heistand's projected hemp company was not caused by the fact that

USUAL FELICITATIONS EXCHANGED AT THE WHITE HOUSE.

Representative of the Argentine Republic Presents His Credentials to President Boosevelt.

Mr. Garcia Merou, the newly appointed minister from the Argentine Republic, presented his credentials to President Roose velt at the White House this morning. He was received in the blue parlor and the usual felicitous addresses were exchanged.

Minister Merou addressed the President

Minister Morou's Address.

"I have the honor to place in your excel-lency's hands, together with the letters of-recall of my predecessor, the credentials of the president of the Argentine Republic which accredit me in the capacity of envoy extraordinary and minister plenipotentiary near your excellency's government. No mission could be more pleasing to me than that which I come to fulfill for the second time in this country. Not only on account of the ineffaceable recollection of the generous American hospitality which I ever retain in my mind, but on account of the retain in my mind, but on account of the many bonds of friendship and the traditional sympathy existing between the United States and the republic which I have the honor to represent. That warm sympathy has just been once more eloquently manifested in connection with the painful misfortune which has befallen your excellency's country, and which, at the same time, has veiled in mourning the hearts of all Argentines. It has struck deep root in the history of our respective nations, in the uninterrupted friendship which has prevailed between them both, in the similarity of their political institutions, and, although on a naturally different scale, in the similarity of their progressive development. larity of their progressive development.
"Your excellency is aware that American

"Your excellency is aware that American industry, which is so advanced and so powerful, finds among us an already considerable market for its productions which we receive on easy terms. Our commerce, which, owing to the amount of its exports and imports, places us in the front rank of the countries but a feet the transfer. of the countries lying south of the United States, is susceptible of considerable development with this nation, and my government feels confident that the continuous growth that is observed in the continuous our trade with the United States will daily increase for the common benefit, being favored by reciprocal concessions and fa-

cilities.

"I have been specially instructed to express to your excellency, in the name of his excellency, the president of the Argentine Republic, his sincere wishes for the increased prosperity of the great American nation, and for your excellency's personal happiness. I hope that your excellency will permit me to join my own wishes to his, and to say that I trust I may rely, as my predecessors have flone, upon the valued co-operation of your excellency's government for the successful fulfillment of the mission which has been confided to me."

resentative of the government of the Argentine Republic, near the government of the United States. Your efforts during your first mission, here for the maintenance of the most cordial relations between the two countries are not forgotten and New York with the President. Senator leave me without doubt that it will be your earnest endeavor to still further strengthen the ties of friendship and commerce between the two peoples. I appreclate the many considerations which tend to draw the two countries into closer inter-course and I shall be pleased to co-operate with you to develop their mutual interests. "The assurances you give me of the sympathy felt in your country in view of the lamented death of my predecessor are borne out by the widespread manifestations on the part of the Argentine government and people which have been reported by the minister of the United States at Buenos Ayres and which have received the grateful and appreciative acknowledgment of this government.

"I sincerely appreciate the good wishes you express on behalf of his excellency the president of the Argentine Republic and shall be pleased if you will assure him of the heartfelt wishes of the government and people of the United States for the peace, prosperity and happiness of the Argentine

"For your personal good wishes I thank you.
"I shall take occasion to acknowledge directly his excellency's letter of recall of your predecessor."

## PENSIONER PUNISHED.

Discharged From Soldiers' Home for His Disrespect of Late President. John C. Smith, formerly of Company F. 54th Indiana Infantry, was granted a pension of \$6 a month from December 8, 1863, until September 7 1870, and at the rate of \$8 a month from the latter date until June 4, 1977, when it was discon-tinued on account of disability having ceased in a pensionable degree. A pension was granted him under the set of June 27, 1890. by a certificate, which was mailed to the United States pension agent, Topeka, Kan., September 12, 1901, at \$6 a month from February 23, 1893; \$8 a month from March 18, 1897, and \$12 a month from March
18, 1897, and \$12 a month from December
27, 1899. Under this issue he received arrears of pay to the amount of about \$700,
and the day after he received notice from
the pension agent of this allowance he is
reported to have used such disrespectful
language directed toward the late President McKinley that on September 17 he
was discharged therefor from the Soldiers'
Home at Leavenworth, Han-

Personal Mention. The Rev. Dr. David, Wills, who has preached to the Dission Memorial Church in Philadelphia since his retirement from the army in 1886, has now taken up his the army in 1886, has now taken up his abode with Capt. John M. Field, his son-in-law, at 1519 31st street, West Washington. Dr. Wills has been in the ministry over fifty years, and has held some of the most important pastorates in the north and south. He served as chaplain in the army, chiefly on the Pacific coast, and was assigned to duty at several laws as a signed to duty at several laws. chiefly on the Pacific coast, and was assigned to duty at several posts, extending from Fort Colville on the north to Fort Huachuca on the south, the latter being the national line of defense between the United States and Marico. Dr. Wills has many friends in Washington, who hope that he may live long to enjoy his well-carned rest.

It is stated at the bureau of navigation that Admiral Sampson reported there on the day of his arrival in this city and that he is now at his residence, No. 1613 New Hampshire avenue. Chief Clerk of the Interior Department Edward M. Dawson is spending a week at

the Pan-American Exposition.

Dr. William L. Clark has returned from his sojourn in Europe.

J. T. Dyer has been reappointed notary public for the District of Columbia. CONFIRMED BY MR. CONGER.

China Has Appointed Representatives to Meet Mr. Sharretts.

Minister Conger has cabled the State De-partment a brief confirmation of the Pekin report that by royal decree the Chinese gov. ernment has appointed specially empowered representatives to treat with Mr. Sharretts and such other officers as may be appointed in behalf of the European nations to nego-tiate trade and tariff treaties.

# THE HEMP INQUIRY MINISTER MERCU RECEIVED AT THE WHITE HOUSE

Only Four Members of the Cabinet at Today's Meeting.

EX-GOV. JONES' SELECTION INDORSED

Pacific Cable to the Philippines Again Discussed.

TODAY'S APPOINTMENTS

There are still four members of the cabinet out of the city, and consequently only four members were at the cabinet meeting tcday-Postmaster General Smith, Attorney General Knox, Secretary Hitchcock and Secretary Wilson. Various departmental matters were discussed with the object of familiarizing the President with all the details he desires of executive business. Each of the four departments furnished something. The President is beginning to get data together for his message to Congress, which is now in an embryo state.

The Alabama Judgeship. The President's appointment of ex-Gov. Jones of Alabama as judge of the north ern and middle districts of Alabama was referred to at the cabinet meeting, and the

President expressed gratification at the general indorsement of that appointment from all parts of the country. The ap-pointment received an immediate response in a flood of congratulatory telegrams that poured in upon the President last night and today. The President's action in selecting a strong man not affiliated with his own party for a judgeship in the south was in-dorsed by prominent men in the councils of the republican party. Several telegrams from prominent negroes in various parts of the country were received. The general tenor of the dispatches commended not only the ability of ex-Gov. Jones, but the fact that he had been straight on the gold standard proposition, expansion and had been a friend of the negro.

Pacific Cable Permit.

The subject of a permit for the laying of cable line between this country and the Philippines was again discussed. The opinion of the Attorney General on the concessions made by Spain to cable companies in the Philippines will be rendered at the nextsession of the cabinet. This opinion, as has session of the caomet. This opinion, as has already been stated, may not affect the situation in any manner. The inclination of the President so far has been to allow the matter to drift along until Congress meets, but the suggestion has been made that a law exists that permits the cable compan to make landings on any territory of this country without executive or other sanc-tion, and that the company may avail it-

The New York Appointments. Representatives Sherman and O'Grady of Roosevelt this morning. They did not discuss politics, as Senator Platt has recently gone over the entire political situation in Platt is quoted as saying that George R. Bidwell, collector of the port of New York will be retained in his position by President Roosevelt. So will Postmaster Van Cott, Surveyor Silas Croft, Revenue Collector Ferdinand Eidman, the shipping commissioner, Joseph M. Dickey, and Henry L. Burnett, the United States dis trict attorney. Senator Platt will not give assurances as to Wilbur F. Wakeman, the appraiser of the port; Thomas Fichie, the appraiser of the port; Thomas Fichie, the commissioner of immigration; Charles H. Trent, internal revenue collector; Micha Cerwin, pension agent, and Francis H postmaster at Brooklyn. The fight is going to be made on Wil-Wilson. bur F. Wakeman, who will come to Washington today and has an appointment to see and talk with President Roosevelt tonight. Mr. Wakeman's chief weakness consists in the fact that he does not stand high with Secretary Gage and Assistant Secretary Spaulding, who has charge of customs for the treasury. Neither of these men will give a high recommendation of Mr. Wakeman to the President, it is said.

Mr. Wakeman was never a sympathizer with the New York machine, and was appointed to his position largely because the Protective Tariff League desired his appointment.

Most of the New York office-holders have already been reappointed until Congress meets, but their cases will be finally disposed of when President Roosevelt of when President Roosevelt goes to their names to the Senate in Decem-Then is the time when some of then will be cut off.

Want a Law Against Anarchists. Representative Curtis of Kansas is in the city and was at the White House a few minutes today to make an appointment to see the President. Mr. Curtis says that the people of the west are greatly concerned in the passage of some law that deals severely with anarchists. They be lieve that Congress can do something and that it will do something. Mr. Curtis says that the people of Kansas regret that the court of inquiry was ever held. They believe that such a court could have been avoided, and that it would best even now to dismiss the whole affair. Saw the President.

Chief Justice Fuller, Representative William Alden Smith of Michigan and Gen. George H. Harries were among those who called upon the President before the cabinet meeting. At 10 o'clock the President received Garcia Meron, the new minister from the Argentine Republic. The recep-tion took place in the blue room, Assistant secretary Adee being present. Senator Mason's Campaign.

Senator Mason of Illinois was at the White House for a few minutes to make an appointment to see the President. Senator Mason received a telegram this morning saying that the republicans of Monroe county, Illinois, had instructed for him for the United States Senate. Mr. Ma-son's friends say that this makes fourteen countles that have held meetings this fall and instructed for the senator, many of them being in southern Illineis

Today's Appointments. President Roosevelt today made the folowing appointments: War-To be captains in the Artillery Corps, Laurence C. Brown and Malcolm

Navy-Clifford H. West, to be a captain in the navy; George H. Stafford, to be a lieutenant commander; Raymond Stone, to be a lieutenant; John M. Hudgins, to be a

REVISED PHILIPPINE TARIFF. Number of Products. The revised "customs tariff of the Philip-

pine archipelago," as enacted by the United States Philippine commission, takes effect November 15. Its promulgation at this time is regarded as an indication of the belief entertained by the War Department that the Supreme Court will probably take the same view in regard to the constitutionality of revenue relations with the Philippines as it did in the case of Porto Philippines as it did in the case of Porto
Rico, or, in other words, that for customs
purposes they are foreign territory.

The new tariff was drafted for the pur
weeks beyond the usual time by reason of the necessity of waiting for the annual reports of the different land grant and bondaided railroads of the country.

At New York: Amsterdam from Red

pose of producing about \$1,000,000 revenue

Export duties are imposed on certain Export duties are imposed on certain products of the islands, including, among others, \$1 per hundred kilos for rice, 5 cents per hundred kilos for sugar, \$1.50 per hundred kilos for manufactured tobacco of all kinds and whatever origin, and also for raw tobacco grown in the provinces of Cagayan, Isabella and New Biscay (Larzen Islands). Raw tobacco grown in other provinces of the archipelago is subject to an export duty of but 75 cents.

THE TRANSATLANTIC TRADE.

Liverpool Seems to Be Awaiting Re-sults of Turbine Experiments. According to United States Consul Boyle at Liverpool, the shipping and commercial interests of that port do not fear that Bere-

haven or any other port on the west or southwest coast of Ireland can become a rival of Liverpool, but he adds that there is some uneasiness as to the future of Liverpool transatlantic trade. The press and the public, he explains, seem to be more apprehensive on this score than the managers of the steamship lines. "There is undoubtedly in Liverpool," says

Consul Boyle, "a deep-seated popular fear that the British steamship lines—and referthat the British steamship lines—and reference is more particularly made to the Liverpool lines—may be outdone by American and German enterprise. A great deal of apprehension exists among the British public as to the possible competition through the inevitable development of the American mercantile marine, and there is keen disappointment at the failure so far of the Liverpool companies to wrest 'the Atlantic blue ribbon' from Germany. Here one meets a sharply defined difference of views. The popular demand is for the construction of vessels that will not only excel in size the Deutschland and Kaiser Wilhelm der Grosse, but also surpass them in speed. der Grosse, but also surpass them in speed. The Liverpool steamship managers profess The Liverpool steamship managers profess to believe that under present conditions the limit of speed has been practically reached from the standpoint of commercial success. The claim is made that it would not pay to build faster ships than those now running between New York and Liverpool. The position of the Liverpool ship owners seems to be that at present the best valley is to to be that at present the best policy is to build ships of large capacity and of only fairly great speed and to await developments. Intimations are made that future competition will be duly met and a keen watch is being kept on rival enterprises. It is very difficult to obtain reliable infor-mation as to the intentions of the large British ship owners, the policy of each company evidently being not to 'show its hand.' There are rumors that the Liverpool lines are awaiting the results of the experiments that are being made with the 'turbine' system, and that if these prove successful vessels will be built for the Atlantic service of greater size and speed than any now sailing."

## NAVIGATION CONGRESS.

Scope of the Convention to Be Held at Dusseldorf Next Year. The United States government has accepted an invitation to send delegates to

the international navigation congress to be held at Dusseldorf, Germany, in June and July, 1902. The congress will be divided into two sections, one for inland and the other for ocean navigation. In the former self of this law, notwithstanding the Presi-dent may not take action for or against the permit that has been asked. other for ocean navigation. In the former section the following subjects will be dis-cussed: Hoisting machinery: coal transportation on canals; dams; mechanical starting of vessels, and the utilization of New York paid their respects to President | water power of locks for generating electricity: In the sections for ocean transportation the discussions will relate to the use of lighter ships on the seas, the construc-tion and maintenance of dry and repair docks and the construction and cost of

dredging machinery.

Inland navigation is a matter of deep interest to the United States government in connection with the improvements of our rivers and harbors. It is probable that three distinguished officers of the Corps of Engineers will be selected to represent the United States at the coming congress. Gen. Gillespie, chief of engineers; Gen. Ab-bott, retired, and Maj. Millis of the Engineer Corps, represented this government

at previous congresses.

RURAL FREE DELIVERY. Representatives Urge Its Extension in

the South. Representatives Howard of Georgia, Curtis of Kansas, Richardson of Tennessee, Burnett of Alabama and Latimer of South Department in the interest of having free rural delivery established in their respective districts.

"During the last three or four months the south has shown great evidence of interest in rural free delivery," Superintendent Machen said this afternoon. "Of the number of applications filed for free rural during September North Carolina led all the states of the Union with fifty, while Georgia came next with forty-five applications."

Arguments in Oil Cases.

Arguments on the review of the decisions of April 25 in the cases of the Kern Oil Company et al. against Clarke and the Gray Eagle Oil Company against Clarke were begun today before Assistant Attorney General Willis Van Devanter in the Interior Department.

The cases involve a dispute for titles to a large part of the Kern oil fields in California. The capital involved is more than \$150,000,000. The contest is between persons who claim to have the right to take the lands under two different statutes. One side claims the right to enter as mineral lands, the other the right to take the lands under the statute known as the lieu land forest reserve act.

On the former hearing of the cases the Interior Department systemed the right to

Interior Department sustained the right to take the lands under the last act, unless be-fore the parties filed on them that oil had been actually discovered on the lands. The hearing also involves some side issues as to particular steps taken to get to the lands.

Thousands of Arithmetics Seized. The representative of a book publishing ouse called on Assistant Secretary Taylor at the Treasury Department today to ask for relief from the seizure of several thousand arithmetics by the secret service. These arithmetics were printed for use in the schools of the Philippines and contained pictures of American coins. As any printed fac simile of an American obliga-tion is in violation of the counterfeiting laws, the arithmetic was suppressed. The publishers contend that a wrong has been ione, as the pictures were educational to the Filipinos and necessary to the information of the children in the schools. The question will be taken up by Secretary Gage on his return to Washington.

Philippine Examination Papers. The civil service commission today began forwarding to the government officials in the Philippines the examination papers of 127 eligible appointees for positions in that territory, the result of examinations held last June.

Alleged Indian Frauds. Representative James S. Sherman of the Utica, N. Y., district, who is chairman of the House committee on Indian affairs, called upon Commissioner Jones today and had a lengthy conference regarding the alleged frauds in the New York warehouse.

Delay in Railroad Repor United States Commissioner of Railroads James Longstreet said today that his annual report would be delayed about three

Today advertising is as necessary to the transaction of certain lines of business as steam and electricity are to machinery, and the place to advertise is in a paper like The Evening Star, that is read by everybody, in Washington-rich and poor, the busy man and the man of leisure, alike.

## IN AID OF COMMERCE

Convention in Baltimore to Discuss Waterway Improvements.

OF APPROPRIATIONS

Purpose of the Meeting Outlined by Mr. Burton.

OVER 200 DELEGATES THERE

BALTIMORE, October 8 .- More than 200 delegates from the various boards of trade and commercial bodies in the principal cities in the United States gathered here today for the purpose of discussing the propriety of appropriating public moneys for the improvement of the rivers and harbors in the United States. They will remain in session for two and perhaps three days, during which they will be handsomely entertained by the local board of trades Twenty-five cities are represented by the delegates present.

The purpose of the congress is perhaps best explained in the opening paragraphs of the address of Representative Theodore E. Burton, chairman of the river and harbor committee in Congress, who made the opening address to the delegates today. He said, in part:

Mr. Burton's Statement. 'This gathering is the first of its kind,

and the scope of its undertakings must in great measure be determined by your action during the days of this meeting. I take it the movement which led to this convention was prompted by a desire to waken general interest in river and harbor improvements and to bring the commercial bodies which are represented here into closer touch with legislation upon this sub-ject. I am informed it is not desired that any specific project shall be advocated here, but at the same time you consider the im-provement of the navigable channels and ports of the country as essential for our development and that these ports and chan-

nels require the fostering care and assistance of the national government.

"With this view it is in your power to educate public opinion and to organize efforts for the enactment of legislation which shall be national in its scope and for the benefit of the whole people. The influence of this assembly should be exerted for liberal appropriations for rivers and harbors, but liberality should always be coupled with discrimination. discrimination. Appropriations should not be denied because large amounts are required to secure the best and promptest re-suits, but there should be equal care to prevent waste or the adoption of unworthy or impracticable projects.

To Take Only the Best. propriations, but careful consideration should be given to all claims from all parts of the country-to large and small projects alike.

"In view of necessary limitations in the amounts appropriated in river and harbor acts and the pressing need for deeper channels and improved facilities along established lines of traffic, it is better to appropriate for localities where traffic is already established than where its development is uncertain or problematical. In case of a plurality of claims, even if equally deserving, when money is not available for all, it is more businesslike to finish one and obtain results from it than to make plecemeal appropriations upon all."

FOUR KILLED IN WRECK.

Bad Accident on Mohawk Division of the N. Y. C. R. R.

UTICA, N. Y., October 8 .- One of the worst wrecks in the history of the Mohawk division of the New York Central and Hudson River railroad occurred at 1:50 o'clock Carolina were callers at the Post Office this morning in the village of Oriskany, seven miles west of this city. Four railroad men were killed in the wreck and one was infured.

> An eastbound freight engine collided with a light engine which was crossing from track three to track four, thus causing the wreck. The bodies of Fireman Palmerton and Brakeman Wier of the freight were recovered from the wreck two hours later. Engineer Shannon's corpse was pinioned under the boiler head of his engine, and considerable excavating was necessary in

order to extricate it.

The body of Argyle Smith, fireman of the light engine, was found under the boller. The freight consisted of sixty-five cars. was running at a high rate of speed at the

time the accident occurred. CHICAGO BAKERY BURNS.

Guests at Nearby Hotels Turn Out in Scant Attire. CHICAGO, October 8.-Fire early today destroyed the McMahon Cracker and Biscuit Company's factory at 46-50 Green street, causing a loss of \$150,000, did \$30,000 damage to Brewer & Hoffman's brewery, adjoining, and drove guests of several ho-

tels near by into the street in their night

clothes. The flames started in the bakery and within five minutes the whole structure was ablaze. The south wall of the factory toppled over, crushing in the roof of a lodging house at 52-54 Green street, from which, just a few minutes before, the twenty-seven

lodgers had hurried into the street. Guests of four other small hotels in the immediate vicinity were driven into the street in scant attire. The firemen soon abandoned their efforts to extinguish the flames, fast consuming the cracker plant, and confined their endeavors to preventing the fire from spreading. In this they were successful, as the hotels and small buildings near the factory sustained only nomi

TO BE GIVEN OVER TO CHARITY. The Collis P. Huntington Mansion in San Francisco.

SAN FRANCISCO, October 8. - The widow of Collis P. Huntington has announced, the Chronicle says, that the Huntington house at California and Taylor streets will never again be privately occupied, and is eventually to be given over to charity, presumably to some hospital. The Hopkins and Stanford mansions, among the palaces that top the California street hill, already belong to the people, the one through the University of Califorother through Stanford University. Thus the homes of three of the four men who have made fortunes out of the Southern Pacific have been turned over to the

Herr Hitthaler Killed.

VIENNA, October 8.-A strange fatality is reported from Gratz, Styria. Yesterday while Herr Hitthaler, a member of the Vienna Academy of Arts, was ascending the Hitthalerweg, named after himself, he fell over a precipice and was instantly killed.